

Bearing Replacement (4-Wheel Drive Models Only)

NOTE

The steering knuckle on 1993-on 2-wheel drive models is not equipped with this bearing.

1. Remove the bearing inner dust seal (**Figure 59**) and outer dust seal (**Figure 60**) from each side of the bearing. Discard both dust seals, new ones must be installed.
2. Remove the circlip securing the bearing.
3. To remove the bearing, carefully tap the bearing out from the circlip side of the steering knuckle.
4. Pack the bearing with a good-quality bearing grease. Work the grease in between the balls thoroughly; turn the bearing by hand a couple of times to make sure the grease is distributed evenly inside the bearing.
5. Apply a light coat of grease to the steering knuckle bearing receptacle and the outer surface of the bearing.
6. Place the steering knuckle on a piece of soft wood to support the bearing receptacle area.
7. Tap the bearing squarely into place and tap on the outer race only. Use a socket that matches the outer race diameter. Do not tap on the inner race or the bearing might be damaged. Make sure the bearing is completely seated so the circlip can be installed above it.
8. Install the circlip and make sure it is completely seated in the groove.
9. Install a *new* bearing dust seal onto each side of the bearing.
10. Apply a light coat of grease to the lip of both new dust seals.

FRONT SUSPENSION A-ARM (1988-1992 2-WHEEL DRIVE)

Removal/Installation

Refer to **Figure 47** for this procedure.

1. Remove the front wheel and steering knuckle as described in this chapter.

CAUTION

See the CAUTION at the beginning of this chapter relating to the use of self-locking nuts.

2. Remove the bolts and self-locking nuts securing front suspension arm to the frame. Remove the arm and discard the nuts.
3. Inspect the front suspension arm as described in this chapter.

CAUTION

See the CAUTION at the beginning of this chapter relating to the use of self-locking nuts.

4. Install the front suspension arm onto the frame.
5. Install the bolts and *new* nuts securing the front suspension arm. Tighten the nuts only finger-tight at this time. They will be tightened to the final torque after the front wheels are installed and the vehicle is on the ground.
6. Install the steering knuckle and front wheel as described in this chapter.
7. Lower the vehicle to the ground.
8. Tighten the self-locking nuts to the torque specification listed in **Table 1**.

Inspection

1. Inspect the front suspension arm for cracks, fractures and dents. If damage is severe, replace the arm. Never try to straighten a damaged or dented suspension arm as it cannot be straightened correctly.
2. Inspect the ball joint rubber boot. The swivel joint is permanently packed with grease. If the rubber boot is damaged, dirt and moisture can enter the swivel joint and destroy it. If the boot is damaged in any way, replace the front suspension arm, as the ball joint cannot be replaced.
3. Inspect the pivot point bushings for wear or damage. If damaged, replace the front suspension arm as the bushings cannot be replaced.

FRONT SUSPENSION A-ARMS (4-WHEEL DRIVE AND 1993-ON 2-WHEEL DRIVE)

Removal/Installation

NOTE

This procedure is shown on a 4-wheel drive model. The only major difference is the presence of the front drive axle and other minor items that are unique

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